

Meeting Summary of the SANBAG Board of Directors

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■ Proposal offers strategy to "Jump Start" region's econ-

The southland needs to capitalize on its growing trade industry to create new jobs and reverse the dual trends of low wages and poverty, according to Mark Pisano, executive director of the Southern California Association of Governments.

Implementing SCAG's economic recovery strategy, "Operation Jump Start," would boost the region's transportation network, while adding 368,000 jobs and increasing income by \$12.6 billion during the next six years, Pisano said.

"As manufacturing jobs have left our region, we are now seeking ways to recapture jobs through the trade distribution industry," he said.

Southern California cannot sit back and hope that conditions improve, he said, citing the drop in income ranking among the nation's largest metro regions -- from fourth place in 1970 to 16th place in 2001. He also pointed to a dramatic climb in the number of people living in poverty between the 1990 and 2000 Census counts.

Pisano recommended three privately-funded, revenue-backed projects to stimulate well paying construction, manufacturing and transportation jobs:

- A dedicated toll truckway system for goods movement on Interstate 710, Route 60 and Interstate 15, funded by tax-exempt revenue bonds backed by user fees that would cover construction and maintenance costs.
- Rail capacity improvements and grade separations along the Alameda Corridor East, funded by container fees.
- The initial operating segment between west Los Angeles and Ontario of a high speed Maglev system, paid for by tax exempt bonds and federal loans.

Board members discussed whether trucking and rail interests would support the proposals and how San Bernardino County would benefit, compared to the region's other counties.

■ Board approves advertising for I-10 truck lane construction

Board members gave the green light to begin advertising for construction

bids for a truck-climbing lane on Interstate 10 between Redlands and Yucaipa. Advertising will start once Caltrans obligates federal funds for the project. (See pg. 2)

The approximately \$15 million contract will include construction of a 3.7 mile lane eastbound from Ford Street in Redlands to Live Oak Canyon Road in Yucaipa. This stretch

features a 4% grade, which causes large trucks to slow the flow of traffic. The project also will feature an auxiliary lane to assist with vehicle merging between Ford Street and Yucaipa Boulevard, two sets of sound walls and the restoration of pavement.

Measure I funds totaling \$3.2 million will support the project costs.



■ Staff Spotlight

Board members thanked

Secretary II **Tara Byerly** with a commemorative



pin for her five years of service to SANBAG. Byerly, who provides secretarial support for the agency's air quality and mobility programs, marked her fifth anniversary on August 3. The recognition is part of an ongoing

SANBAG program to acknowledge

long-term employee service.

Kris Leathers joined SANBAG July 25 as the director of intergovernmental and legislative affairs. Most recently she was the senior director of marketing and communications for Polar Air Cargo in Long Beach and served prior to that as the director of governmental affairs for the City of Long Beach.



Leathers replaces **Darren Kettle**, who became director of freeway construction last month. He replaces Gary Moon, who retired this spring. Kettle began working at SANBAG in November 2000, following positions at the County of San Bernardino, Southern California



Down the Road ...

- Aug. 13: Commuter Rail Committee, 12 noon
- Aug. 14: Major Projects Committee, 9 a.m.
- Aug. 20: Plans & Programs Committee, 12 noon

State budget passage averts need for Measure I loan to Caltrans Caltrans expected to release federal funds for I-10, Route 210 projects

The passage of the state budget in late July eliminated the need to loan up to \$30 million in Measure I sales tax revenue to enable construction work to continue on Caltrans-funded projects across the county.

This month's issue of Measuring Success examines the assistance that would have been provided by Measure I, if the loan had been required.

In mid-July, Caltrans expressed concerns about not being able to pay contractors for work later this summer, due to the lack of a state budget.



AG drafted an agreement with Caltrans to authorize a loan of Measure I funds to cover costs of Caltrans projects now under construction in San Bernardino County. The agreement was ready for Board of Directors approval on August 6, but was contingent upon the state budget yet being adopted.

Gov. Davis signed the budget agreement, there no longer was a need for the Measure I loan. Should it have been necessary, the loan would have provided funding for two months of construction contracts now underway by Caltrans, including the Route 210 extension, the widening of Interstate 15, bridge and pavement rehabilitation on Interstate 40, landscaping work on various freeways and a number of safety and maintenance projects countywide.

SANBAG has in reserve approximately \$40 million in Measure I funds for future freeway projects. For a two month, interest-free loan, the maximum lost interest to SANBAG would have been less than \$40,000, a small price to pay to keep area construction projects on track, Executive Director Norm King said. King explained how the agreement would have benefited San Bernardino County:

- Many of the contractors' employees are Inland Empire residents, who could have been required to go without paychecks until the state budget was adopted.
- A number of projects are safety related, and continuing these projects promotes safe driving conditions.
- The agreement would have helped avoid costs associated with the suspension of projects, including shutting down and resuming projects or penalty payments to contractors who might have agreed to front project costs.
- Keeping the Caltrans-funding portion of State Route 210 on schedule would have alleviated construction delays on adjacent segments of the freeway that are under contract by SANBAG.

Federal Obligational Authority

Despite the passage of the budget, Caltrans continues to struggle with cash flow issues. Caltrans receives federal funds, which are disbursed to local agencies, including SANBAG, to support local transportation projects. SANBAG is working with Caltrans to obtain federal funds for several of its projects. Funds must be obligated before the end of fiscal federal year on September 30.

SANBAG is awaiting final word from Caltrans, but staff members were confident



SANBAG is awaiting federal funds for Caltrans for a truck-climbing lane on Interstate 10 between Ford Street in Redlands and Live Oak Canyon Road in Yucaipa.

that major projects would rank high on the Caltrans priority list for federal funding obligation. About \$8.8 million is needed for the \$15 million construction of Interstate 10 truck-climbing lane between Redlands and Yucaipa. Another \$21 million is required for the Route 210 extension through Rialto and San Bernardino, for which construction costs total \$220 million.

Board targets November 2004 for Measure I renewal election

March or November was the question, and November is the answer. Board members affirmed a November 2004 election date as the best target date for placing the renewal of Measure I before San Bernardino County voters.

While the election will require an official vote by the Board of Supervisors next summer, the date selection will allow better planning.

SANBAG staff also reported that AB 427, sponsored by John Longville, was signed into law July 29.

The bill removes the 20-year cap for the term of transportation sales tax measures in San Bernardino County.

